

DDA 76-5874
Security

SACS Status

John F. Blake / John F. Blake
Deputy Director for Administration
Room 7D24, Headquarters

5454

DDA 76-5874

29 November 1976

STATINTL

Director of Security
Room 4E-60
Headquarters

Bob:

STATINTL

Re paragraph 2, if [redacted] admits to botching the job on the arm mechanism, why then does [redacted] expect the Agency to cough up 100K to fix it? When you return let's you, Hollis and anyone else you want, sit down and talk this out. Bring the Contracting Officer with you. I think the time is now to put pressure on [redacted]

STATINTL

Att: DDA 76-5874

Distribution:

Orig - D/OS w/cy att

- 1 - DDA Subject w/att
- 1 - DDA Chrono w/o att
- 1 - JFB Chrono w/o att

STATINTL

Att: Memo to D/OS fr [redacted] DD/PTOS/OS, dtd
19 November 1976; Same Subject

DDA:JFBBlake:der (29 November 1976)

ROUTING AND RECORD SHEET

SUBJECT: (Optional)			
SACS Status			
FROM:		EXTENSION	NO.
Robert W. Gambino Director of Security		6777	DDA 76-5874
			DATE 24 November 1976
TO: (Officer designation, room number, and building)	DATE		OFFICER'S INITIALS
ISO/DDA 11/26	RECEIVED	FORWARDED	COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)
1. ADD/A	29 NOV	1976	Attached for your information is the current status of the SACS matter.
2. DDA			
3.			
4.			STATINTL
5.			Robert W. Gambino
6.			Att
7.			Unreal — except for
8.			I particularly
9.			like comment that they
10.			did NOT use "AIRBORNE
11.			equipment quality control."
12.			STATINTL
13.			For a Badge Machine
14.			
15.			

19 November 1976

MEMORANDUM FOR: Director of Security

STATINTL FROM : [REDACTED]
Deputy Director of Security (PTOS)

SUBJECT : SACS Status

STATINTL

1. On this date, the undersigned met with Messrs. [REDACTED] regarding current problems with the Security Access Control System (SACS) arm mechanisms and associated logic. Also attending the meeting were [REDACTED] of Technical Security Division. During the course of the discussions, we also toured the Southwest, South Cafeteria, Northwest, and Northeast Entrances and the GJ16 work area. At Northeast Entrance they observed the effect of the arm motor overheating to the point of stalling, and at the other entrances, they observed the inability of the mechanism to stop the arm in a consistent up or down position.

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2. At the outset of the discussions, [REDACTED] admitted that [REDACTED] had botched the design of the arm mechanism, and went on to state that an additional \$50 to \$100K effort would be required to design, test, deliver, and install corrected arm mechanisms. In addition, the timing of these tasks and a more precise cost estimate would not be known for at least another three weeks. The work would be performed at Government expense as an authorized overrun to the current production/installation contract. *Wow!*

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3. While not being precise in their explanation for the failure of the existing arm mechanisms, they did attribute as one cause their desire to hold down costs and avoid using airborne equipment quality control measures which would have added exorbitant additional costs. I emphasized to them our exasperation with the delays in the project to date and our concern that the presence in the entrances of non-functional hardware will cause embarrassment to the Office. [REDACTED] stressed to

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[REDACTED] his concern that the reliability and maintainability of the equipment over the long term is of great importance due to the limited number of maintenance personnel available to the program.

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4. At their request, we will send them an up-to-date list of all problems we are experiencing with the entrance hardware. We did point out that the Project Manager, Mr. [REDACTED] was provided a formal memorandum on 12 October which detailed problems we were then experiencing. I propose that we simply update that memorandum and forward the amendment to [REDACTED] through the Contracting Officer. As of this date, two spare arm mechanisms have been returned to [REDACTED] for their use in initial testing and experimentation, and two Access Control Devices are scheduled to arrive at [REDACTED] via the project aircraft on or about 23 November.

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5. We are now faced with two major considerations: a) additional funds in the area of \$100K will be required to complete the project; and b) the current project schedule, insofar as project completion is concerned, is no longer valid. An estimate of project completion will have to await the formal proposal for a contract change expected from [REDACTED] in three weeks.

6. In a new development, the Southwest Entrance will require a routine modification of signal transmission equipment in order to communicate with the central processors in the Badge Office. Tests conducted in the last few days have revealed that the entrance may exceed the maximum signal wiring distance of 2,000 feet called for by [REDACTED]. Since \$5,000 in additional equipment and software changes were at stake, with no certainty that it was required, it was decided early in the project to attempt the connection without modification to determine if the equipment might work. Correction of this problem may take from four to six weeks depending on the availability of transmission equipment and the installation of that equipment in the entrance signal circuit.

7. Through this date, we have exchanged 4700 badges with Agency employees. [REDACTED] South, Central, East, [REDACTED] Chamber of Commerce, [REDACTED] have been completed, with an average of 575 badges per day being exchanged. We now plan to concentrate on exchanging badges on the premises of the larger offices located within Headquarters Building during the next few weeks. Eventually, stragglers and the smaller offices will be requested to report to the Badge Office to exchange their badges.

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Meeting Subject: SACS Status
Date : Tuesday, 21 Dec 1976
Time : 1:30 P.M.
Place : DDA's Office
Attendees : Messrs. Gambino, [REDACTED]

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STATINTL [REDACTED] (and [REDACTED]
Contracting Officer--
STATINTL [REDACTED] did not have his
name--was trying to
obtain)

STATINTL [REDACTED]

Registry

21 DEC 1976

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